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Raleigh and Gaston Railroad Company

Proceedings of the twenty-fifth annual meeting,
held at Raleigh, July 15, 1875

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PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Raleigh & Gaston Railroad Co.,

AT THEIR

Twenty-Fifth Annual Meeting

HELD AT

RALEIGH, JULY 15th, 1875.

Also, the Annual Reports of the President, Superintendent, Treasurer, &c.

RALEIGH :

DAILY NEWS PRINT, NO. 4, MARTIN STREET.

1875.

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RALEIGH :
DAILY NEWS PRINT, NO. 4, MARTIN STREET.
1875.

DIRECTORS AND OFFICERS.

DIRECTORS:

JOS. B. BATCHELOR,	PAUL C. CAMERON,
GEORGE W. GRICE,	GEORGE LITTLE,
WALTER CLARK,	W. W. CHAMBERLAINE.

OFFICERS:

WILLIAM J. HAWKINS, PRESIDENT.

A. B. ANDREWS, SUPERINTENDENT.

WILLIAM W. VASS, TREASURER.

COMMITTEE OF INSPECTION:

THOS. B. VENABLE,	A. M. MCPHEETERS,
RUFUS S. TUCKER,	W. J. BAKER.

PROCEEDINGS
OF THE
TWENTY-FIFTH ANNUAL MEETING
OF THE
STOCKHOLDERS OF THE RALEIGH & GASTON RAILROAD CO.,
HELD ON THURSDAY, JULY 15th, 1875.

At a meeting of the Stockholders of the Raleigh & Gaston Railroad Company, held at the office of the Company in Raleigh, on Thursday the 15th of July, 1875.

The meeting was called to order by W. J. Hawkins, President of the Company, on whose motion Col. D. M. Carter, of Raleigh, was called to the Chair, and W. W. Vass and Thomas Badger appointed Secretaries.

The Committee appointed at the last annual meeting on Stock and Proxies, consisting of A. M. McPheeters and W. W. Vass, presented the following report, which on motion, was received and adopted:

Capital Stock of the Company—shares,.....	15,000
Shares represented in person,.....	1,753
Shares represented by proxy,.....	9,255
Total shares represented,.....	11,008

There being a large majority of the stock of the Company represented, the Chairman declared the meeting duly organized.

Dr. W. J. Hawkins submitted the report of the President and Board of Directors, the reading of which was on motion dispensed with, as the same was printed, and in the hands of the Stockholders.

On motion of A. W. McPheeters Esq., the President's report and accompanying reports of the Superintendent,

and of the Treasurer, were received and adopted unanimously.

In the absence of T. B. Venable, Esq., Chairman, A. M. McPheeters, Esq., read the report of the Committee of Inspection, which on motion of Col. Walter Clark was received, adopted, and ordered to be published with the proceedings.

The Chairman called attention to that part of the President's report, which refers to the assisting or giving aid to the branch roads mentioned therein, and suggested that some action be taken in regard to the same, whereupon, Isaac Davis, Esq., offered the following resolution, which on motion of Maj. R. S. Tucker, was unanimously adopted.

Resolved, That that part of the President's report referring to the building of Branch Roads connecting with our own, be. and the same is hereby referred to the Board of Directors, with full power and authority to act and to accept, reject, negotiate and enforce such contracts and agreements, as they may in their judgment deem best for the interest of this Company.

On motion of Mr. A. M. McPheeters, it was resolved to proceed to the election of a President.

Maj. Geo. W. Grice placed in nomination Dr. W. J. Hawkins.

The chairman appointed as tellers Messrs. Isaac Davis and C. A. Santos, who subsequently reported that Dr. W. J. Hawkins received all the votes cast.

Whereupon, the chairman announced to the meeting that Dr. W. J. Hawkins was unanimously elected President, for the ensuing year.

On motion of R. S. Tucker the meeting proceeded to elect six Directors, resulting in the unanimous re-election of the following named gentlemen :

Geo. W. Grice, of Portsmouth.

Paul C. Cameron, of Hillsboro.

Joseph B. Batchelor, of Raleigh.

W. W. Chamberlaine, of Norfolk.

Walter Clark, of Raleigh.

George Little, of Raleigh.

On motion of Maj. Geo. W. Grice, the following named gentlemen were re-elected as the Committee of Inspection viz: T. B. Venable, A. M. McPheeters, R. S. Tucker and W. J. Baker.

On motion of W. W. Chamberlaine, W. W. Vass and A. M. McPheeters, were continued as the Committee on Stock and Proxies.

On motion, the meeting adjourned *sine die*.

DAVID M. CARTER, *Chairman*.

W. W. VASS,
THOMAS BADGER, } *Secretaries*

REPORT OF COMMITTEE ON INSPECTION.

The Committee of inspection made the following report:

That they have examined the books of the Treasurer and other accounts and that the reports appended to the annual exhibit show a correct statement of the financial condition of the Company.

The receipts for the last year, in view of the difficulties under which the Company has labored, are very satisfactory. On account of the antagonism of the North Carolina Railroad Company a large deficit was expected. The returns show that it was however quite small.

The extension of the Raleigh and Augusta Road and connection with the Carolina Central, bids fair to more than compensate for this loss. The results of the last year tends to show the importance of cultivating the local business of our Road. In order to do this it will be necessary to aid every effort made by the people in the counties along our Road in their attempts to construct branch lines connecting with this Road.

Your Committee would especially call the attention of the Stockholders to the recommendations on this subject

in the President's report and recommend that aid be rendered to the Road to Clarksville, and also from Henderson to Oxford. The progress in building the Raleigh and Augusta Road should be gratifying to the Stockholders. The tracking of the Road is much improved and new iron is being rapidly laid down, and our Road is to-day in much better condition than at any time since the close of the war. The Depots and Buildings are in excellent condition and well adapted to the wants of the Company. The Shops are well provided with the necessary tools, with few exceptions. The Company has turned out during the year passenger and baggage cars equal to any made anywhere—reflecting great credit on our home mechanics. The shed at Weldon, long needed, has been built and affords ample accommodations to passengers.

The Bridges are all in excellent order. Your Road offers to passengers as safe and comfortable travel as any in the South. It is fair to presume that under favorable auspices the whole Road will be relaid in two years and then the expenses will be much reduced. From the Treasurer's report the balance on hand at the end of the fiscal year may appear large, but the contracts for iron already made and the extraordinary expenses required will consume a large part before the end of this year. The financial condition of the Company is in the opinion of the Committee good, and if the contemplated improvements be carried out, together with the completion of the Raleigh & Augusta Road, we can see no reason why in the early future good dividends should not be paid.

T. B. VENABLE.
A. M. McPHEETERS.
R. S. TUCKER.

PRESIDENT'S REPORT.

OFFICE RALEIGH & GASTON R. R. Co.

Raleigh, N. C., July 13. 1875.

To the Stockholders of the

Raleigh & Gaston Railroad Company :

GENTLEMEN:—The President and Board of Directors submit for your consideration and information their twenty-fifth annual report with the reports of the Superintendent, Treasurer and Auditor:

The receipts have been

from Freights,	\$181,910 94
“ Passengers,	71,201 12
“ Mail,	8,029 70

Total earnings,	\$261,141 76
Operating expenses,	165,032 05

Balance,	\$96,109 71
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This exhibit, as compared with last year's operations, shows a decrease in receipts of \$13,661.60. The falling off was less than we anticipated or had reason to fear, as the policy of the North Carolina Railroad will be, and has been, to divert all its local as well as through business to the Danville Road and over its own lines; therefore, we need not look or hope for revenue from that quarter; but the completion of the new line to Charlotte and Wilmington, over the Raleigh & Augusta Air Line Road will give us new and valuable territory from which we will be able to draw trade, and we confidently expect a large increase of

business from that source. We have expended a large sum, \$86,162.22, in improving your property during the fiscal year just past. We have laid 12 miles of new rails, built a new bridge of the Howe Truss pattern over Crabtree in the place of an old lattice bridge, and a new and convenient passenger shed at Weldon. We have built three new passenger and baggage cars and another baggage car nearly completed, all equal to any cars in use on any Road in the country: overhauled and greatly improved the Freight car and Locomotive equipment, adding very much to its efficiency and the value of your investment. The condition of all your property, we are gratified to be able to state, is now far better than at any time since the close of the war. For full details we refer you to the tables appended to this report. The amount expended for improvements should be credited by the sale of old rails, of which we have on hand some 500 tons, but their superior quality and the depressed state of the iron trade, induced the Directors to withhold them from the market for the present. We still have in the Road over forty miles of rails that have been in use at least twenty-three years, which must at an early day be renewed. The Board for this purpose have ordered the purchase of 1,000 tons rails to be delivered this Summer, as recommended by the Superintendent in his report. The Board deeming it wise and prudent, have created an investment fund to meet the interest on our mortgage bonds and for any other contingency that may arise, and will carry the surplus on hand, after paying for the rails required to that fund. The completion of the Raleigh & Augusta Air Line to the Carolina Central which we hope will take place at an early day, will enable that Company to pay its interest on the guaranteed stock held by us in said Company. We have sold \$476,000 of our mortgage bonds at par and interest on account of our subscription for guaranteed stock

of the Raleigh and Augusta Air Line Road, of which we hold 5,000 shares bearing the same rate of interest as our bonds. The interest on the stock held by us has been paid by that Company. As soon as that is completed there will be no necessity for an investment fund beyond a small amount required to meet ordinary emergencies; the surplus may then be declared and paid in dividends.

The Raleigh and Augusta Air Line Road is now completed and running some fifty-seven miles, thirteen miles having been finished since your last annual meeting. Forty miles more will take them through to the Carolina Central Road touching that Road at a point some five miles east of Rockingham, which will give us a direct communication with Charlotte and Wilmington. It is hoped and believed that this will be accomplished within the coming fiscal year.

The people of Clarksville, Va., and along the line of the old Roanoke Valley Railroad having obtained charters from the Legislatures of Virginia and North Carolina last winter for the purpose of rebuilding that road, from Manson, a point on your road, to Clarksville, a distance of twenty-two miles, are now earnestly engaged in raising funds for that purpose, and contemplate organizing their company at an early date. Encouraged with a subscription of fifty thousand dollars to begin with they will make proposals to your Company for operating the road or for some other aid. In view of that fact and to facilitate and expedite matters, we would suggest that the Stockholders authorize the Board of Directors to accept, with power to carry out any proposition that may be made to them which they shall deem to be to the interest of your Company.

The citizens of Oxford and the people of the county of Granville are making an earnest effort to build a road from Henderson or some other point on your road to Ox-

ford, to be extended to Hillsboro or Roxboro. This line if built would be a valuable and considerable feeder to your road. We would advise such encouragement and aid be given to it as you may be able to render. Should, however the Roanoke Valley Road be rebuilt, it would be best for your interest to urge the extension to Roxboro. From a point on that road this line would run much nearer Oxford than it is from Henderson to Oxford, and the Oxford people could make their connection at much less cost. This arrangement would afford more advantages to your Company, and furnish railroad facilities to a greater extent of country. Every section of our State feels daily the great need of railroads, and whilst our people are less able to build them than heretofore, without them we can hardly hope for or expect immigration into the State, except along the lines of the completed roads. Your road possesses and offers to immigration advantages not to be had on any other railway in the State, for it passes through a high and healthy region of country well watered with never failing streams, with sufficient timber for all purposes, is free from malaria or miasmatic diseases, has a great variety of soil, from the light sandy loam to the stiffest clays, producing luxuriantly all the cereals, grasses, tobacco and cotton. The vine is natural to the soil, fruits and berries come to the highest state of perfection here; all parts of the road are within less than 26 hours of New York, 23 to Philadelphia, 20 to Baltimore, and 8 to Norfolk, Va. Its proximity to the great centres of trade with the advantage of easy communication to any and all of them, and with fixed low rates of transportation, must and will at no distant day attract the attention of settlers who will but admire and desire to locate in such a country. The report of the Treasurer was made up to the 31st of May, the end of our fiscal year. On the 1st of July the interest on our mortgage bonds matured and

was promptly paid; this amount of course was paid out of the surplus funds on hand. We congratulate the Stockholders on the auspicious future which is opening for our roads, which must make their property valuable and independent so soon as its connections are perfected.

In conclusion, we take pleasure in adding testimony to the intelligent, efficient and zealous manner in which your Superintendent, Master-Mechanic, Roadmaser and the other officers and the employees of the Company have discharged their several responsibilities and duties.

Respectfully submitted by the order of the Board,

W. J. HAWKINS, President.

SUPERINTENDENT'S REPORT.

RALEIGH & GASTON RAILROAD COMPANY,

Superintendent's Office,

Raleigh, N. C., July 1st, 1875.

DR. W. J. HAWKINS, *President R. & G. R. R.:*

SIR:—I have the honor to submit the following statements showing the operations of the Road for the year ending May 31st, 1875:

The earnings have been as follows:

From Freights.....	\$181,910 94
“ Passengers.....	71,201 12
“ Mails.....	8,029 70

Total.....	\$261,141 76
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The operating and other expenses for conducting

Transportation are.....	\$59,388 65
Maintenance of Way.....	49,064 42
Motive Power and Maintenance of Cars.....	44,440 43
Miscellaneous as per Treasurer's report.....	12,138 55

Total operating and other expenses.....	\$165,032 05
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Or a little more than 63 per cent.

Leaving a balance over operating expenses of..... \$96,109 71

The tables in the Auditor's and General Ticket Agents' reports will exhibit the mileage, tonnage, &c. As you

will see by comparison with the previous year's operations, our receipts have fallen off \$13,661.60. This is attributable almost entirely to opposition and cut rates at Raleigh. We also had some thirty-three hundred dollars of government transportation last year over the year just closed.

The road-way and track have been much improved during the year. We have put down twelve miles of new rails (53 pounds) on that part of the road needing it most (Sections 2, 5, 6 and 11.) The best of the old rails taken out which could be used for repairs have been used on other portions of the track where we still have the u rails. We have used in repairs 33,786 cross ties.

I most earnestly recommend the purchase of 1,000 or 1,200 tons of new rails. The demand required by the road owing to the rapid wear of the old iron now nearly twenty-three years in service, and the low price of new rails makes the present a very opportune one to make the purchase. We still have over forty miles of old rails in the track.

The bridges are all new and in excellent condition except the bridge over Neuse River which is a lattice bridge and should be replaced with a Howe Truss at no distant day. This bridge has now three spans. With a Howe Truss and a span of 192 feet and change of one of the abutments we could make the crossing at the same or less expense than at present, with a great saving always in future.

PASSENGER SHED.

We have during the fiscal year just passed, erected at Weldon, a neat and comfortable passenger shed, at a cost of \$1,500, covered with corrugated iron which adds much to the protection of the Company's property, and the comfort of the travelling public.

WATER.

We are now erecting, whenever we can do so at a small

cost, water rams, to furnish our supply of water. We have now on the road, four rams, with a combined daily capacity of 14,400 gallons. This water is pumped at a cost of less than one-fifth the cost of that pumped by hand.

The Machine shops are in excellent condition. We have, during the past year, built a large stationary boiler for the machine and blacksmith shops, at a cost of \$2,127 33, the old one having been condemned. During the year we have taken in the shops and repaired nine engines. All of our engines (13) are now in good condition except nos 3, 4 and 7. No 7 is now in shops under repairs—no 3, a small engine bought in 1852, is very much out of repair, and I doubt the economy of re-building it. No 5 is in running order. No 10 having been entirely re-built, is now a first class engine in every respect.

No. of Engine.	Dimensions of Cylinder.	Hight of Driving Wheels.	Weight in Tons.	CONDITION.
1	11 x 22	4 Feet.	20	is in good order.
2	11 x 26	4½ "	18	" " fair "
3	11 x 22	5 "	18	" useless.
4	11 x 24	5 "	20	is in good order.
5	11 x 24	5 "	18	" " running order.
7	13 x 24	5 "	22	" " shops under repairs
9	13 x 24	5 "	22	" " running order.
10	14 x 24	5 "	25	" " good order.
11	13 x 24	4½ "	22	" " " "
12	15 x 24	4½ "	26	" " " "
13	15 x 24	4½ "	26	" " " "
14	15 x 24	4½ "	27	" " " "
15	15 x 24	4½ "	27	" " " "

The total number of miles run during the year is 166,-

945 miles at an average cost of \$0 583 for repairs per mile.

THE SHOP TOOLS

generally are in good condition. We need a large wheel press, as the one we have is inadequate to our present work. We also need a heavy 40 inch lathe for turning axles, boring driving boxes and other heavy work. The one now in use being very much worn, and nearly unfit for service. The purchase of the above tools is almost a necessity to enable us to do the work of the Company required.

Our passenger car equipment has been very much improved, having been thoroughly overhauled, and most of the cars repainted. We have now two (2) new Passenger Coaches with all the modern improvements that will compare favorably with any cars in the Country, built at our own shops at a cost of less than \$5,000 each. One new Baggage Car completed and another nearly finished, which are handsome and convenient cars.

Built 3 new Box and 3 new Flat cars.

Our Car equipment consists of 5 first class Coaches.

5 Second Class Coaches.

3 Conductors Cars.

1 Express Car (extra.)

4 Baggage, Express and Mail Cars.

3 Shanty or Caboose Cars.

88 Box Cars.

40 Flat Cars.

10 Gravel Cars.

THE TRAINS

have run with great regularity, no loss of life or an accident worthy of notice. I have been very much aided in the discharge of my duties by the indefatigable efforts, zeal and attention rendered by the Master Mechanic, Road Master and other officers and employees of the Company, who deserve commendation at your hands.

Respectfully Submitted,

A. B. ANDREWS.

Superintendent.

TREASURER'S REPORT.

No. 1—Earnings of Road for fiscal year ending May 31, 1875.

No. 2—Transportation expenditures for year ending May 31, 1875.

No. 3—Annual statement of receipts and expenditures for year ending May 31, 1875.

No. 4—Resources and liabilities of Company, May 31, 1875.

No. 5—Auditor's statement of the monthly earnings of Road at the several stations for the fiscal year ending May 31, 1875.

No. 6—Auditor's statement of tonnage and miles at each station, North and South, for the year ending May 31, 1875.

No. 7—Statement of General Passenger and Ticket Agent for the year ending May 31, 1875.

No. 8—Table of annual receipts from Freight and Passenger, from organization to May 31, 1875.

W. W. VASS,
Treasurer.

OFFICE RALEIGH & GASTON R. R. Co.,
July, 1875.

TREASURER'S REPORT.

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No. 1.—Statement of the earnings of the Raleigh & Gaston Railroad Company from June 1, 1874 to May 31, 1875, inclusive—compared with the previous fiscal year.

MONTHS.	1874-'75			1873-'74.		
	Freights.	Passengers.	Total.	Freights.	Passengers.	Total.
1874.						
June,.....	\$ 8,162 75	\$ 5,709 67	\$13,872 42	\$ 16,112 59	\$ 6,669 22	\$ 22,781 81
July,.....	10,357 58	5,627 56	15,985 14	16,088 97	6,677 18	22,766 15
August,.....	10,316 92	5,901 39	16,218 31	13,900 34	7,379 35	21,279 69
September,.....	13,804 77	6,669 66	20,474 43	14,616 00	6,796 48	21,412 48
October,.....	25,319 59	9,793 57	35,113 16	17,534 84	10,197 72	27,732 56
November,.....	20,820 26	4,897 48	25,717 74	15,571 01	5,526 31	21,097 32
December,.....	18,442 54	8,586 81	27,029 35	17,227 45	7,698 79	24,926 24
1875.						
January,.....	12,822 40	5,210 58	18,032 98	15,072 70	5,522 37	20,595 07
February,.....	14,886 16	4,286 94	19,173 10	16,204 76	4,574 80	20,779 56
March,.....	20,877 46	4,419 87	24,797 33	20,369 67	5,867 91	26,237 58
April,.....	16,822 37	4,398 77	21,221 14	1,385 77	5,914 36	21,180 13
May,.....	9,748 14	5,698 82	15,446 96	8,736 89	6,855 07	15,591 96
United States Mail,.....	\$181,910 94	\$71,201 12	\$253,112 06	\$187,320 99	\$79,679 56	268,000 55
Total			\$261,141 76			

No. 2.

Transportation Expenditures of the Raleigh & Gaston
Railroad Company from June 1, 1874, to May 31, 1875.

CONDUCTING TRANSPORTATION :

Embracing cost of conductors and train-hands, engine runners, firemen and wipers, &c., clerks and labor at depots; stock killed; fuel; losses and damages, overcharges,.....	\$59,388 65
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MAINTENANCE OF WAY :

Embracing cost of superintendence, labor roadway; subsistence; repairs bridges and culverts; ties; repairs, tools, tanks,	46,776 01
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MACHINERY DEPARTMENTS :

Embracing cost repairs of engines, construction and repairs cars and coaches—including material, oils, &c.,.....	44,440 43
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MISCELLANEOUS :

<i>Salaries of Officers</i> —President, Superintendent, Treasurer and Secretary, and Auditor,.....	\$11,625 00
<i>Office Expenses</i> ,.....	513 55
<i>Printing and Advertising, &c.</i> ,.....	2,288 41
Amount operating, and ordinary expenses,.....	\$165,032 05
For Crab Tree Bridge,.....	11,135 57
“ Shed at Weldon,.....	1,500 00
“ Buildings and repairs,.....	5,238 62
“ Agencies,.....	3,742 48
“ Attorney's fees, and court costs,.....	2,864 80
“ Incidental expenses,.....	2,368 28
“ Insurance bridges, &c.,.....	1,849 75
“ Draw-backs,.....	3,446 41
“ Jno. L. Long—war debt,.....	217 71
“ Land,.....	75 00
“ Iron Rails—balance,.....	53,722 60
Total,.....	\$251,193 27

No. 3.

**Annual Statement of Raleigh & Gaston Railroad Company
from June 1, 1874, to May 31, 1875, inclusive :**

EARNINGS from freight, passengers and mail, for year ending May 31, 1875,	\$261,141 76
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EXPENDITURES :

Operating and ordinary	\$165,032 05	
Extraordinary, including iron rails,	86,161 22	251,193 27
Excess of earnings over expenditures,		\$9,948 49
Balance from last fiscal year,	\$107,867 78	
Net sales 1st Mortgage Bonds, at par,	167,856 88	
Interest on Guaranteed Stock,	26,400 00	
Interest on Sinking Fund, to January 1st,	4,334 13	
Transferred from Sinking Fund,	1,000 00	307,458 79
Amount,		\$317,407 28
Paid interest on 1st Mortgage Bonds,	23,027 82	
Paid interest on first loan,	2,820 00	
Paid general interest account and premium,	4,423 97	
Paid on account of Investments,	22,257 50	
Paid for purchase of 1,700 shares Guaranteed 8 per ct. Stock of Raleigh & Augusta Air-Line R. R. Co. par,	170,000 00	222,529 29
Balance on hand, May 31, 1875,		\$94,877 99

BALANCES :

Cash in Banks,	\$60,080 82	
Cash invested on call,	1,650 72	
Townsend, Whelen & Co.,	455 22	
Agents at Stations,	18,728 26	
Bills Receivable,	4,111 51	
Other Companies balance,	4,774 01	
Ticket account balance,	269 16	
United States for freights,	1,090 92	
Post-office Department,	2,143 33	
Che-ks,	227 48	
J. M. Pool, Auditor, etc.,	432 41	
Thos. Badger, General Ticket Agent,	120 00	
J. M. McCarrick, Trace Agent,	300 00	
City of Raleigh,	566 15	
	\$95,049 99	
Less Cr.,	172 00	\$94,877 99

W. W. VASS, TREASURER.

No. 4.

Statement of the Condition of Raleigh & Gaston Railroad Company, May 31, 1875.

RESOURCES :		LIABILITIES :	
Road, engines and property—cost,	\$1,500,000 00	Capital stock, 15,000 shares at par \$100	\$1,500,000 00
Sinking Fund—invested,	\$85,000 00	Coupon bonds, due January, 1877,	\$50,000 00
Investments—cost,	22,257 50	Coupon 1st mortgage bond, due January 1898,	476,000 00
Stocks—guaranteed 8 per cent 5,000 shares in Raleigh & Augusta Air-Line Railroad Company at par,	500,000 00	Bills payable,	35,700 00
\$100 per share,	150,000 00		\$2,061,000 00
6,200 shares common stock, in said Company—last valuation,	5,300 00	Dividends, not called for, Surplus,	\$172 00
53 shares in Raleigh & Gaston Railroad at par,		Balance,	94,877 99
			95,049 99
			201,537 50
Cash in Banks,	\$860,080 82		
Cash invested on call,	1,650 72		
Townsend, Wheten & Co., due on account,	455 22		
Agents at Stations—balance,	18,728 26		
Bills receivable,	4,111 51		
Other Companies balance,	4,774 01		
Ticket account—balance,	269 16		
United States, for freights,	1,090 92		
Postoffice Department,	2,143 33		
Checks,	327 48		
J. M. Pool, Auditor, &c.,	432 41		
Thos. Badger, G. T. Agent for tickets,	120 00		
Jas. McCarrick, G. Trace Agency,	300 00		
City of Raleigh,	566 15		
	\$ 2,257,607 49		\$2,957,607 49

W. W. VASS, TREASURER.

No. 5.

Monthly Earnings from Freight and Passengers at each Station for the year ending May 31, 1876.

MONTHS.	RALEIGH.			NEUSE.		WAKE.		YOUNGSVILLE.	
	Thro' Fr't from other Co s.	Passeng'rs		Freight.	Passeng's	Freight.	Passeng's	Freight.	Passeng'rs
		Local Freight.							
June, 1874,	\$ 4,294 83	\$ 172 91	\$ 2,047 35	\$ 285 55	\$ 43 00	\$ 173 56	\$ 181 65	\$ 106 27	\$ 42 85
July, "	5,072 64	384 80	1,442 03	202 27	68 70	141 70	161 20	110 46	50 45
August, "	4,891 43	537 23	1,501 47	217 82	69 60	96 20	210 25	149 07	53 30
September, "	7,784 22	249 94	1,832 16	293 84	73 60	372 51	196 00	162 05	57 25
October, "	14,264 00	408 60	2,281 50	512 05	104 85	715 71	352 70	411 55	184 20
November, "	10,427 23	547 23	1,082 75	418 49	31 00	383 29	144 15	381 09	49 85
December, "	7,468 15	416 98	2,506 16	434 69	92 25	311 76	145 20	334 52	113 25
January, 1875,	6,443 14	519 85	1,259 58	348 95	53 65	190 47	108 55	195 04	60 70
February, "	7,621 01	695 40	1,182 57	368 42	68 70	368 98	91 75	233 45	38 60
March, "	8,389 81	720 20	1,402 04	677 15	68 70	955 30	81 55	820 21	72 50
April, "	6,909 48	412 42	1,311 99	406 24	37 00	393 87	88 30	513 52	43 10
May, "	3,753 25	301 98	1,373 53	332 32	93 65	217 36	236 75	104 30	64 15
Total,	\$87,319 19	\$ 5,387 54	\$19,423 13	\$ 4,407 79	\$ 802 70	\$ 4,330 71	\$ 1,998 05	\$ 3,531 53	\$ 830 20

No. 5—Continued.
Statement from Earnings of Freight, Passengers, &c.

MONTHS.	FRANKLINTON.		KITTRELLS.		HENDERSON.		JUNCTION.		RIDGEWAY.	
	Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs
June, 1874.	661 63	285 65	187 88	162 95	825 39	327 81	177 86	76 30	212 99	82 95
July, "	753 04	306 95	244 24	200 95	1,156 73	897 60	716 12	90 75	343 86	130 35
August, "	650 71	321 80	176 01	305 20	1,281 88	449 65	649 89	150 25	255 58	148 40
September, "	1,045 98	427 90	313 00	243 50	1,664 75	583 25	322 88	133 60	840 78	111 15
October, "	2,342 62	826 35	230 95	516 75	2,312 82	993 45	563 98	272 40	805 48	258 30
November, "	2,035 26	292 05	281 02	179 65	2,297 96	368 55	384 47	96 85	1,139 47	77 55
December, "	2,630 84	553 65	376 78	235 05	2,239 66	552 15	379 38	142 25	927 79	147 05
January, 1875.	1,505 29	376 15	199 76	169 15	1,303 84	384 85	175 55	146 15	503 75	138 00
February, "	1,594 05	218 90	320 17	138 65	1,693 07	332 30	188 45	108 85	350 10	78 62
March, "	2,416 74	313 90	640 91	130 75	2,414 12	281 30	313 35	97 75	601 31	91 15
April, "	2,292 23	214 00	495 25	151 10	2,293 36	315 05	517 10	89 15	464 72	89 65
May, "	1,120 31	300 40	197 51	214 75	1,606 42	407 60	254 61	119 55	239 88	75 45
Total,	\$18,958 70	\$ 4,442 70	\$ 3,659 48	\$2,048 45	\$21,110 00	\$ 5,393 56	\$4,648 69	\$ 1,523 85	\$185 71	\$ 1,428 69

No 5—Continued.
Statement of Earnings from Freight, Passengers, &c.

MONTHS.	WARRENTON.		MACON.		LITTLETON.		GASTON.		WELDON.		No. Ex. Co.	
	Freight.	Passeng'r's	Freight.	Passeng'r's	Freight.	Passeng'r's	Freight.	Passeng'r's	Freight.	Passeng'r's	Freight.	Passeng'r's
June, 1874.	\$ 247 08	\$ 207 00	\$ 218 73	\$ 89 20	\$ 226 84	\$ 85 20	\$ 35 08	\$ 36 25	\$ 80 37	\$ 889 50	\$	295 78
July,	261 53	197 90	403 43	21 22	254 87	133 90	36 29	53 15	88 57	857 40		187 03
August,	413 65	270 40	334 98	71 40	293 68	166 05	29 72	109 55	85 61	894 80		233 46
September,	504 81	201 70	157 22	64 80	308 51	103 25	47 49	52 05	65 14	920 33		171 67
October,	624 82	514 90	696 45	187 30	815 26	306 80	118 28	205 35	127 53	1,222 95		404 49
November,	680 98	162 15	575 47	68 70	606 66	135 70	92 32	58 55	102 12	937 67		467 20
December,	870 72	327 60	602 01	71 50	664 40	224 55	72 69	187 55	69 72	1,800 70		622 45
January, 1875.	432 10	211 85	186 83	51 90	279 28	145 40	37 84	72 15	81 47	928 60		419 24
February,	404 22	147 35	248 61	37 65	359 00	111 45	38 70	28 55	86 47	680 85		316 06
March,	678 48	210 70	483 85	30 35	714 76	108 15	156 05	34 85	96 89	688 20		292 33
April,	814 73	141 20	348 80	25 10	564 52	79 95	169 55	48 07	95 50	708 20		221 08
May,	466 79	176 85	196 09	38 80	400 80	110 30	95 07	44 00	118 85	849 15		322 60
Total.	\$ 6,379 91	\$ 2,769 70	\$ 4,452 47	\$ 715 92	\$ 5,498 58	\$ 1,710 70	\$ 929 08	\$ 880 17	\$1,098 24	\$ 11,558 35	\$	3,447 33

No. 5—Continued.
Statement of Earnings from Freight and Passengers, &c.

MONTHS.	CONDUCTOR'S WAY BILLS.		FROM OTHER COMPANIES.		COMMUTATION TICKETS.		TOTAL.		TOTAL.		TOTAL.
	Passengers.		Passengers.		Passengers.		Freight.		Passengers.		
June, 1874.....	\$ 327 60	\$	716 91	\$	157 50	\$	8,162 75	\$	5,709 67	\$	13,872 12
July, ".....	252 75		1,034 76		127 50		10,357 58		5,627 56		15,985 14
August, ".....	269 65		639 62		170 00		10,316 92		5,901 39		16,218 31
September, ".....	256 75		1,149 87		262 50		13,804 77		6,669 66		20,474 43
October, ".....	313 30		1,137 47		105 00		25,349 59		9,793 57		35,143 16
November, ".....	804 35		874 96		35 00		20,820 26		4,897 48		25,717 74
December, ".....	427 00		993 40		162 50		18,442 54		8,586 81		27,029 35
January, 1875,.....	298 40		672 90		132 50		12,822 49		5,210 58		18,032 98
February, ".....	272 85		573 80		177 50		14,886 16		4,286 94		19,173 10
March, ".....	264 10		341 28		222 50		20,377 46		4,419 87		24,797 33
April, ".....	190 90		751 01		115 00		16,822 37		4,398 77		21,221 14
May, ".....	266 06		1,010 33		117 50		9,748 14		5,698 82		15,446 96
Total,.....	\$ 3 443 71	\$	9,846 31	\$	1,785 00	\$	181,910 94	\$	71,201 12	\$	253,112 06

JAMES M. POOL, AUDITOR.

JAMES M. POOL, AUDITOR.

No. 7.

Statement of Tonnage and Miles at each Station, North and South, During the Fiscal Year ending May 31, 1875.

STATIONS.	NORTH.		SOUTH.		TOTAL NORTH SOUTH.	
	Tons.	Miles.	Tons.	Miles.	Tons.	Miles.
Raleigh,	1,149	41,700			1,149	41,700
Neuse,	251	22,049	370	3,664	621	25,713
Wake,	386	22,233	343	5,280	729	27,513
Youngsville,	220	6,388	241	2,355	461	8,743
Franklinton,	1,780	127,943	245	6,815	2,025	134,758
Kittrells,	131	7,049	96	3,222	227	10,271
Henderson,	1,432	82,008	425	16,808	1,857	98,816
Junction,	561	27,025	182	4,488	743	31,513
Ridgeway,	563	23,904	60	2,669	623	26,573
Warrenton,	529	19,274	26	1,247	555	20,521
Macon,	511	55,254	34	1,943	545	57,197
Littleton,	581	11,728	42	2,716	623	14,444
Gaston,	161	2,236	26	1,429	187	3,665
Weldon,			14,826	832,103	14,826	832,103
Total Local,	8,255	448,791	16,900	884,739	25,171	1,333,530
Through Tons,	10,783	1,078,300	24,330	2,432,495	35,113	3,510,995
Tot. Thro. & Loc.	19,038	1,527,091	41,246	3,317,434	60,284	4,844,525

No. 7.—PASSENGER DEPARTMENT.

Statement of Passenger Earnings and Miles Travelled for the Year Ending May 31, 1875.

MONTHS.	THROUGH PASSENGERS.			* LOCAL PASSENGERS.			TOTAL.		
	Number.	Miles.	Amount.	Number.	Miles.	Amount.	Number.	Miles.	Amount.
June, 1874,	346	34,600	\$ 1,319 96	5,709	205,340	\$ 4,389 71	6,055	239,940	\$ 5,709 67
July, "	437	43,700	1,602 04	3,604	96,229	4,023 52	4,041	139,929	5,627 56
August, "	275	27,500	1,171 24	3,913	108,985	4,730 15	4,188	136,485	5,901 39
September, "	697	69,700	1,931 01	4,269	144,649	4,738 65	4,966	205,349	6,669 66
October, "	395	39,500	1,558 22	10,435	344,995	8,235 35	10,830	384,495	9,793 57
November, "	318	31,800	1,185 53	2,901	83,137	3,711 85	3,219	114,937	4,897 48
December, "	353	35,300	1,472 91	4,899	161,753	7,113 90	5,252	197,053	8,586 81
January, 1875,	277	27,700	1,067 03	3,069	95,651	4,143 55	3,346	123,351	5,210 58
February, "	246	24,600	959 40	2,537	76,308	3,327 54	2,783	100,908	4,286 94
March, "	213	21,300	862 20	2,950	85,364	3,557 67	3,163	106,664	4,419 87
April, "	320	32,000	1,300 75	2,245	71,620	3,098 02	2,565	103,624	4,398 77
May, "	385	38,500	1,573 06	3,850	136,480	4,125 76	4,235	174,980	5,698 82
Total,	4,172	417,200	16,003 35	50,401	1,610,560	55,197 77	54,573	2,027,760	71,201 12

RECAPITULATION.

Through Passengers,	4,172	Miles Travd.,	417,200	Amount Paid,	\$16,003 35	Average per mile,	3 83-100
*Local	50,401	"	1,610,560	"	55,197 77	"	3 42-100
Total No. Passengers,	54,573	Tot. Ml es Tr.	2,027,760	Total Amt. Paid,	\$71,201 12		

*Commutation and Excursion Tickets included.

THOMAS BADGER, Genl. Pass. and Ticket Agent.

Raleigh and Gaston Railroad Company,

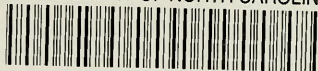
Table of Annual Receipts from Freight and Passengers from Organization to May 31st, 1875.
compiled by JAMES M. POOL, Auditor.

DATE.	PRESIDENT.	TREASURER.	FREIGHT.	PASSENGERS.	TOTAL.	Compared with Year Previous.	
						INCREASE.	DECREASE.
1838-9	George W. Mordecai,	S. W. Whiting,	10,103 10	6,528 31	16,631 41	17,750 15	
1840	Samuel F. Patterson,	S. W. Whiting,	20,553 08	12,827 88	34,381 56	26,498 59	2,357 32
1841	Samuel F. Patterson,	S. W. Whiting,	33,859 23	27,020 92	60,880 15		6,963 80
1842	Samuel F. Patterson,	S. W. Whiting,	29,730 66	28,792 17	58,522 83		
1843	Samuel F. Patterson,	S. Birdsal,	29,132 98	22,426 05	51,559 03	1,901 74	
1844	Jos. Wyche & W. Hollister,	W. W. Vass,	30,371 27	25,089 50	53,460 77		
1845	Wm. Boylan,	W. W. Vass,	29,028 72	21,340 90	50,378 62		
1846	Thomas Miller,	W. W. Vass,	25,627 85	19,385 94	44,913 80		
1847	Thomas Miller,	W. W. Vass,	32,199 54	26,031 82	58,231 36		
1848	Thomas Miller,	W. W. Vass,	23,826 27	24,056 26	48,485 53		
1849	R. O. Britton,	W. W. Vass,	30,171 97	23,490 90	53,662 87		
1850	W. W. Vass,	W. W. Vass,	31,654 54	27,950 86	59,605 40		
1851	W. W. Vass,	C. J. Williams,	27,132 80	25,542 23	52,678 03		
1852	George W. Mordecai,	W. W. Vass,	55,879 95	25,827 09	61,707 04	9,029 01	
1853	L. O'B. Branch,	W. W. Vass,	64,626 32	49,235 05	110,861 37	49,154 33	
1854	L. O'B. Branch,	W. W. Vass,	100,707 70	68,505 74	164,303 44	53,442 07	
1855	E. A. Crutrup,	W. W. Vass,	122,027 26	61,122 59	183,149 85	18,846 41	
1856	R. A. Hamilton,	W. W. Vass,	104,233 54	60,445 24	164,678 78		
1857	W. J. Hawkins,	W. W. Vass,	128,419 58	68,597 01	197,016 59	32,337 81	
1858	W. J. Hawkins,	W. W. Vass,	149,591 63	73,628 07	222,180 32	25,163 73	
1859	Gaston H. Wilder,	W. W. Vass,	164,775 28	83,592 06	248,368 24	26,187 92	
1860	W. J. Hawkins,	W. W. Vass,	102,671 45	53,327 21	156,198 66		
1861	W. J. Hawkins,	W. W. Vass,	*147,602 40	*80,401 80	*227,204 20		
1862	W. J. Hawkins,	W. W. Vass,	*152,416 03	*212,604 92	*365,020 95	127,816 45	
1863	W. J. Hawkins,	W. W. Vass,	*291,042 86	*526,572 17	*817,615 03	452,594 38	
1864	W. J. Hawkins,	W. W. Vass,	*720,000 46	*716,767 23	*1,436,773 75	619,198 72	
1865	W. J. Hawkins,	W. W. Vass,	*725,262 75	*621,505 74	*1,346,768 49		
1866	W. J. Lessor,	W. W. Vass,	119,520 81	130,773 40	250,294 21		
1867	R. W. Hawkins,	W. W. Vass,	187,924 10	98,544 07	286,468 17	36,173 96	
1868	W. J. Hawkins,	W. W. Vass,	123,190 64	79,508 45	202,699 09		
1869	W. J. Hawkins,	W. W. Vass,	161,776 90	78,002 62	239,779 52	37,080 43	
1870	W. J. Hawkins,	W. W. Vass,	221,088 02	83,482 83	304,570 85	64,791 33	
1871	W. J. Hawkins,	W. W. Vass,	261,744 45	79,395 06	341,110 51	36,539 66	
1872	W. J. Hawkins,	W. W. Vass,	271,315 00	80,886 99	352,001 99	10,891 48	
1873	W. J. Hawkins,	W. W. Vass,	275,623 60	82,406 53	358,030 13	7,088 14	
1874	W. J. Hawkins,	W. W. Vass,	187,920 90	79,679 96	267,600 55		
1875	W. J. Hawkins,	W. W. Vass,	181,310 94	71,201 12	253,112 06		
			5,354,931 80	3,856,433 55	9,211,364 85		

NOTE.—Reorganization Raleigh & Gaston Railroad Company, September 30, 1851. Those marked * Confederate currency.

Gaylord 
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